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# Hongkong Daily Press.

ESTABLISHED 1857

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LIMITED,  
THE HONGKONG DISPENSARY  
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909. [29]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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## MARRIAGE.

On the 4th September, at the Union Church, WILLIAM MURRAY STRATTON to GRACE HUNTER, both of Edinburgh. [116]

HONGKONG OFFICE: 10A, DES VŒUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 6TH 1909.

THE suggestion which was some time back thrown out by the Chinese Government that the time had come when it might be desirable for the foreign nations having treaties with China to consider whether the duties on foreign goods should not be increased, is one which we may be certain will be renewed when opportunity offers. The proposal that was made was that there should be a conference of foreign nations on the subject, but this was met by a very distinct reply from the British Government that, as the Chinese had not given up the collection of *likin* dues upon foreign goods, they could not reasonably ask for an acceptance by foreign nations of increased customs dues. The answer is a very obvious and a very conclusive one, but it can hardly be supposed that the matter will end here; nor, for some reasons, is it perhaps desirable that it should do so. What seems almost certain to occur is that there will be reconsideration, in one form or another, of the whole of the agreement as to duties made in the British Treaty of Tientsin (and the treaties with other foreign nations which adopted the same principles), with

strict reference to the question of the *likin* taxes, with which the tariff, both import and export, is so intimately connected that it cannot be properly dealt with apart from it. This, as is only too well known, has been a matter of trouble and dispute almost from the day the Treaty of Tientsin came into force. The agreement then made by the Chinese was that Transit Dues on foreign imports should be commuted by an extra payment of half the tariff dues at the foreign Custom House—an arrangement which was certainly both convenient and just. The idea the foreign Plenipotentiaries had undoubtedly was that the exemption thus given would attach to foreign imports wherever they went to in China, and in whosever hands they might be. This would, in fact, amount to a complete abolition of the system of *likin*, which worked so unfavourably against the spread of foreign manufactures in the interior. With the comparatively limited knowledge which the best informed Europeans had at that time as to Chinese financial matters, this was a reasonable construction for foreigners to put upon the agreement. Whether the Chinese knew that this was what was expected, it is, of course, impossible to say. They may have known it perfectly well, and have from the first seen a way in which the stipulation could be avoided, and with this they have generally been credited, though it must be admitted that, looking at the matter from the Chinese standpoint, it is possible they were under the impression that the exemption was only intended to apply so long as the goods were in the hands of the foreign merchants, and that, once they had passed into Chinese hands, they became subject to the same local taxes that would be placed upon all goods belonging to Chinese and carried by Chinese traders through the country. However this may be, such is the construction which the Chinese have put upon the matter, and upon which they have acted, and certainly will continue to act unless some more definite and satisfactory arrangement can be come to on the subject. That the Chinese did not intend to give up all *likin* dues seems likely from one very obvious consideration, namely, that the Peking authorities could not do so without the concurrence of the Provincial Officials, who, so far as is known, were never consulted in the matter, and who certainly never agreed to give up any of their established rights as to local revenue. The change would be a complete departure from the system which has existed for ages in China, by which these dues go to the Provincial Exchequers, and without some clear arrangement with them any agreement with foreign nations to do away with internal dues must of necessity be abortive. Such certainly has proved to be the fact, and the question now is whether any equitable arrangement can be come to, possibly, as suggested, including some increase in the import duties, whereby what undoubtedly was the understanding of the foreign Governments and was, when the Treaties were concluded, believed to be the intention of the Chinese Authorities, can be really put into effect.

There are, at the present time, many reasons why the whole subject might be re-considered, and it is not impossible that something may be done if all the parties concerned are duly consulted and can come to some *bond fide* understanding that may be satisfactory to all. It is obvious that a mere assurance on the part of the Peking Government cannot be considered an absolute guarantee that the inland duties will be entirely given up unless it is first made clear that an agreement to this effect has been come to with the Provincial Authorities. No doubt the Central Government might consider itself strong enough to force the abolition of the dues by the Viceroy, but all experience shows that this is at best doubtful, and that, in order to be certain that they can do so, they must come to some understanding as to the terms upon which they will ask the Provincial Officials to do away with the *likin* taxes. It is not impossible that the changed relations between Peking and the Provinces, which has been brought about by improved inter-communication through the railways, may make it possible for the Central Government to effect a reform in this direction such as could not be brought about in former days. But before foreign nations can entertain any proposition for an increase in the Customs Duties, as agreed to by Treaty, they must be satisfied that such an arrangement has been come to, and also that it will be loyally carried out. Until this has been made clear, it is manifestly unreasonable for the Chinese Government to ask that an increase in the Customs Tariff should be considered, and it rests with them to satisfy the Foreign Ministers upon this point.

The French Mail of the 3rd August was delivered in London on the 3rd inst.

The Chapman-Alexander revivalists left Hongkong on Saturday for the North by the *Empress of China*.

Dr. G. M. Harston left for home via Siberia on Saturday on a holiday. He was accompanied by his brother, Mr. J. Scott Harston.

Information has been received from the Government of Madras to the effect that the quarantine imposed on arrivals from Hongkong has been withdrawn.

An excellent group photograph was taken by A. Fong of the gentlemen present at the official dinner given at Government House last week in honour of His Excellency Yuen, the new Viceroy of Canton.

The P. & O. steamer *Peshawar* is due at Hankow next month to lead frozen meat for Europe. The steamer has 6,000 feet more refrigerating space than the *Palermo*, which took the last consignment to London.

H.E. the Governor has been pleased to appoint Mr. G. G. Wood, late Captain, 8th Battalion, Essex Regiment, to be Captain in the Hongkong Volunteer Corps, and to command the Infantry Company, with effect from the 7th May, 1909.

Duke Johann Albrecht of Mecklenburg, the Prince Regent of Brunswick, will stay with His Majesty the King of Siam at the Dusit Park palace. The *Bangkok Times* remarks that this will be the first occasion on which a foreign Prince visiting Siam has stayed in the same palace as His Majesty.The American transport *Sheridan* on her arrival at Manila last week reported that when over 3,500 miles from North Head, Washington, her operator picked up communication with the Washington station and messages were taken and received. This is considered to be the most successful test of wireless telegraphy thus far accomplished.

The Governor has given his assent in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 23 of 1909.—An Ordinance to amend and consolidate the Laws relating to Opium and its Compounds. Ordinance No. 24 of 1909.—An Ordinance to amend the Rating Ordinance, 1901. Ordinance No. 25 of 1909.—An Ordinance to amend the Dogs Ordinance, 1893.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1909, as certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,786,696	4,000,000
Hongkong and Shanghai Banking Corporation.	12,235,560	13,000,000
National Bank of China, Limited.	52,845	NIL.
Total.	\$16,075,041	17,000,000

The boycott of British trade at Kinkiang seems to be rigorously prosecuted. The latest Hankow paper to hand says:—For the last few days, we understand, British steamers have been unable to secure either cargo or native passengers, and the China Merchant steamers have been over-loaded and over-crowded; while, to cap all in their delusion, the propagandists are now actually talking of forcing the Kiang coolies to boycott Britishers and their goods. Their grievance, conceived probably by hair-brained students, appears to be in connection with the judgment recently delivered in the Mears case at Kinkiang, which they consider unjust. They assert the case to be worthy of a re-trial in Shanghai.

There was a naval wedding at St. John's Cathedral on Saturday, Miss Edith Seobel, Clap, of the Matilda Hospital, being married to Dr. A. T. Dartley, R.N. The Rev. A. Hughes, R.N., officiated, assisted by the Rev. F. T. Johnson, Deputy Inspector-General. The bride, who was attended by Miss Rose and Miss Tait as bridesmaids, Dr. Fitzwilliams acted as best man. Naval officers lined the aisle forming an arch with their swords as the newly-wedded pair left the Church. The bride's dress was of corded silk trimmed with Brussels lace and pearl passementerie with a tulle veil over a tiara of orange blossoms. The bridesmaids wore white embroidered muslin and *choux* dresses and gold naval crown brooches, the gifts of the bridegroom. The bride also carried a bouquet of white lotus lilies, while the bridesmaids had pink bouquets. The bridesmaids' hats were trimmed with roses and pearl corn.

The death rate among children in the city of Manila for the 24 hours ending eight a.m. August 28th was enormous—29 under eight years of age out of a total of 33 deaths. Of this number 27 were under four years old. This is the largest percentage of deaths of children in the city that has ever been recorded, says a Manila contemporary. During the past fiscal year the death rate among children was about 52 per cent. of the total number of deaths in the city. Dr. Heiser is of the opinion that a great deal of the infant mortality is due to the fact that the parents are, in the majority of cases, troubled with intestinal parasites, especially the hookworm, which produces a condition of anemia and weakness which is transmitted as an effect to the offspring. It is believed that as a result of the active measures that are being taken to eradicate these parasites, the children to be born will become more resistant to disease and thus prolong their lives.

H.E. the Governor has been pleased to accept the resignation by Lieutenant Ross of his Commission in the Hongkong Volunteer Corps, with effect from the 24th August, 1909.

Romances of salerooms are not matters that often leak out, but a striking example is reported in the American papers as having occurred recently at Christie's, the result being very much to the surprise of the woman principal. Sometime back she took a pair of old Chinese beakers to the famous King-street salerooms, asking that they be sold. The modest estimate she put upon their value was from ten to twenty guineas. The beakers were included in an early catalogue. Both dealers and collectors soon realized that they were fine specimens of the 'Kanghi' period. The opening bid was for no less than 500 guineas, and up the price went till it stopped at 2,600 guineas, the biggest figure yet reached this year for any one lot of old China.

ALLEGED ABSCONDING OF A  
BRITISH RAILWAY ACCOUNTANT.

## HEAVY DEFALCATIONS.

Yesterday a great sensation was created in the Colony when it became known that Mr. W. Butler Wright, the accountant on the Chinese section of the Kowloon-Canton Railway, had disappeared under conditions which suggested that he had absconded under suspicion of heavy defalcations. Mr. Wright, who we understand, has had a long and honourable career in connection with railway undertakings, came from India to take up the duties of accountant on the Chinese section of the railway when it was commenced about a year ago, and enjoyed the confidence of the authorities. Consequently the news of his alleged absconding seems almost incredible. However there is every reason for believing that he has taken the step which marks the downfall of a man who was held in high esteem by a large number of friends and acquaintances.

The information to hand is that an auditor had been engaged on the books recently, and doubtless fearing that explanations would be asked for, Mr. Wright took advantage of the earliest opportunity to leave Canton. His disappearance was not noted until Friday, but by that time he had got a good start. Apparently he came down from Canton to Hongkong on Thursday, and though the local police were not apprised of his disappearance until Friday night they succeeded in tracing his movements in town. The learned that he left by the Japanese steamer *Tenyo Maru*, bound for San Francisco via Keelung, Shanghai and Japan ports. Should he land at Shanghai he is almost sure to be captured by the police, but it is thought most probable that he will try to get to Japan from Formosa, transhipping at Keelung. If he succeeds in reaching Japan it is believed that he will be immune from extradition, as there is no treaty between Britain and Japan.

The defalcations, it is alleged, amount to something like \$50,000. It is thought they cover a fairly long period, and it is further reported that he got away with a sum of money drawn at the end of the month from the Bank in payment of the wages of the staff. Mr. Wright was a frequent visitor to Hongkong, where he was well known, and in Canton he enjoyed a reputation for liberality, entertaining lavishly.

THE NEW CHINESE MINISTER  
TO WASHINGTON.

Chang Yin Tang is the new Chinese Minister to Washington. His official record is that he accompanied H.E. Tang Shao Yi to Calcutta in 1904, when the Tibet Convention was negotiated. He was appointed Special Commissioner to investigate affairs in Tibet in 1905, and became Assistant Resident in Tibet in December, 1906. In 1907-8 he negotiated the Tibet Trade Regulations as Chinese Plenipotentiary, and in July, 1908, he became an acting Junior Councillor in the Board of Foreign Affairs at Peking.

CHINA PONIES AT THE SOUTH  
POLE.

It will be remembered that the ponies taken by Commander Shackleton on his expedition to the South Pole were selected in Shanghai by the Shanghai Horse Salar, Ltd. and that the sleigh harness was also made by the same firm. In this connection the *N. C. Daily News* prints the following letter from Commander Shackleton to Dr. Keylock:

BRITISH ANTARCTIC EXPEDITION, 1907.  
9 Regent Street, Waterloo Place,  
London, S. W.  
July 22, 1909.

Dear Sir,—I beg to acknowledge receipt of your esteemed letter of the 20th April and also the letters that you have sent to Mr. Reid. I have much pleasure in testifying to the great success of the Manchurian ponies which you supplied to this expedition for sleigh work. It was certainly due to these ponies that we succeeded in getting so far south as we did, namely, to within 97 geographical miles of the South Pole itself. Although you shipped fifteen animals, which were safely delivered in New Zealand, I found that I would only be able to take ten on the *Nimrod*. I also found that the white ponies were the best of the lot, and I took care to pick out those with the strongest hearts and most willing to work.

Should I go on another Expedition to the Polar regions, or if any explorers ask my opinion, I will certainly recommend them to your firm and will specify that they must be the Manchurian breed.

With regard to the harness, I found that the collars and traces supplied by you were indispensable, but I did away with such things as the reins, halters, etc. I also had men with me on the Expedition who turned out any harness that was necessary, as by the help of two Singer Sewing Machines they made all the men's and dogs' harness as well.

Thanking you very much for the care that your firm took in selecting the best animals for this Expedition, I remain, dear sir, yours faithfully,  
British Antarctic Expedition, 1907.  
(Signed) E. H. SHACKLETON,  
Commander.

## TELEGRAMS.

(Protected by the Telegraphic Message  
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["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE CHINA-JAPAN AGREEMENT SIGNED.

Tokyo, September 5th.  
The Convention settling various disputes between China and Japan was signed yesterday.

Japan acknowledges Chinese suzerainty over the territory of Chientao and China acknowledges Japan's mining rights at Fushun and Yentai. Other questions are also settled by this Convention.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

JAPANESE BUSINESS MEN  
VISITING AMERICA.

LONDON, September 4th.  
Forty-six Japanese business men representing various Chambers of Commerce, have arrived at Seattle. They are on a three months' visit in order to strengthen the bonds of American-Japanese friendship and trade relations.

The visitors were welcomed by the Governor of the State of Washington and the Mayor of Seattle.

## THE NORTH POLE.

DR. COOK INTERVIEWED.

LONDON, September 4th.

Although Dr. Cook's story is the subject of much scepticism, a discussion has already begun regarding the ownership of the discovered land.

The American Attorney-General says the constitution will follow the flag if the land proves of value.

LONDON, September 5th.

Dr. Cook has been interviewed regarding the Expedition. He stated that he is prepared to submit his observations to any scientific authorities. The most important result of the Expedition, he said, was not the reaching of the Pole, but the travelling round thirty thousand square miles of new land.

LONDON, September 5th.  
Dr. Cook met with a most enthusiastic reception on his arrival at Copenhagen.

The explorer was received by H. M. King Frederick VIII.

## THE KING'S HEALTH.

LONDON, September 5th.

H. M. the King has left Marienbad. An official statement says that His Majesty is in perfect health. His strength is in every way similar to that of a sound man ten years younger.

## ANGLO-AUSTRIAN RELATIONS.

LONDON, September 5th.

The "Times" correspondent at Marienbad states that as a result of the King's informal conversations with prominent Austro-Hungarians, Anglo-Austrian relations are in a fair way of regaining their former cordiality.

[FROM THE "CHUNG NGOI SAN PO."]

## CHINESE NAVAL REFORM.

SHANGHAI, September 5th.

Prince Hsun and Admiral Sah, Principal Officer of the Navy, left Ningpo this morning for Foochow, whence they will proceed to Hongkong en route for Canton in a day or two to inspect the forts and take steps to reform the Navy.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

4th September, 1909.

## THE NEW VICEROY.

H. E. Yuen, the new Viceroy, arrived here on Thursday afternoon about 2 o'clock. He was received by all the Civil and Military officials and the seals of office are to be delivered into his hands this afternoon.

A JAPANESE MEDICINE VENDOR.  
A Japanese was found travelling in Kwei-lum (Kwangsi) without a passport. The officials there sent him back to the Viceroy, who turned the man over to the Japanese Consul here. When asked his business, he said he went there to sell medicines.

SELF-GOVERNMENT SOCIETY REDIVIVUS.  
Some two days ago there was a fracas, on Sha-ki street, between some soldiers and folks of a rice shop. The Chinese soldiers seized a folk of the rice shop. This the street men and shop people on Sha-ki resented and threatened to go on strike, when the Nambui Magistrate and some Chinese officials turned up and had the matter settled. This came to the ears of the Self-Government Society, who sent forth a fulmination in the shape of an "express" in Chinese, calling a meeting to discuss this matter. These "Tailors of Tooley Street" want to make a petition to the new Viceroy, to request the British and French Consuls to transfer the barracks of the Chinese soldiers from Sha-ki to Shamoen and to give up entire control of the canal to the Chinese authorities, etc. What next? Before these busybodies run into some sort of serious mischief, it may be hoped that the new Viceroy will take them in hand.

## FLOATING FIRE.

We had some excitement on Friday afternoon. About 4.30 p.m. a cargo boat full of kerosene oil in large drums took fire near the *Futshai* wharf. The Chinese police seeing the danger to the craft in the neighbourhood of the wharf towed the boat out to mid-stream. When the fire gathered strength by the east wind they cut off the tow and the burning boat drifted with the flood tide up the river, causing great commotion among the small craft. The burning boat drifted up past the *Paul Beau*, giving an anxious time to the captain and officers. It finally got caught in the moorings of the French gunboat's iron lighter, and blazed there furiously for half an hour, the heat causing some damage to the stores on the lighter. Then it broke loose again and came alongside the *Shamoen* band, on the British side, still burning and emitting dense blinding smoke. The *Shamoen* fire engine was brought out and good work was done by the volunteer brigade; strong jets of water were brought to play on the fiercely burning boat at close quarters. The back of the burning boat was broken and the tins of kerosene fell into the water. The fire near the band raged for about 45 minutes, seriously damaging the *praya* wall. The damage to the French gunboat lighter and the stores on board is estimated at 2,000 francs. The crew of the boat jumped ashore when the fire broke out and ran away in fear of the consequences.

## LOCAL SPORT.

## TENNIS.

A friendly match was played at the Wigwam Tennis Club Ground, Kowloon, on Saturday last between six members of the above Club and six of Messrs. A. S. Watson & Co.'s employees. The following were the players:

Wigwam Tennis Club:—Messrs. Boyce and Brewer, Irving and Jeffries, Evers and Avenell.

Messrs. A. S. Watson & Co.:—Messrs. Capell and Phillips, E. A. Miller and Harper, Tarrant and Taylor.

Play was the same as at the Tennis Club's Tournament, viz., the best of 11 games, and the results were as follows:—

Games	Games
Boyce & Brewer ... 9	Capell & Phillips ... 2
" " " " ... 9	Miller & Harper ... 2
" " " " ... 11	Taylor & Tarrant ... 0
Irving & Jeffries ... 6	Phillips & Evers ... 5
" " " " ... 5	Miller & Harper ... 6
" " " " ... 9	Capell & Phillips ... 2
Avenell & Evers ... 10	Miller & Harper ... 1
" " " " ... 6	Capell & Phillips ... 5
" " " " ... 10	Taylor & Tarrant ... 1

W. T. Club, 75 A. S. Watson's ... 24

Owing to a misunderstanding as to the time of starting, two of Messrs. Watson's team did not turn up until 5.15 p.m. They were unfortunately not partners, so that, as it was feared the match would not be finished before the light was too bad, Messrs. Capell and Phillips played together, instead of Taylor and Phillips. As these players had not been practising together, it undoubtedly made a difference to the games, and most likely the Wigwam Club would not have won by so large a margin had the intended partners played together.

## SHELL TRANSPORTS.

There has been a sensational rise in the shares of the Shell Transport and Trading Company, remarks a recent London financial journal. The writer says:—"Rumours of various kinds have accompanied the advance, one being to the effect that the presence in New York of Mr. Deterding, a Shell director, indicates negotiations for a working arrangement with the Standard Oil Company. Of another rumour, however, as to a rich strike in Borneo, I have now official confirmation and my own doubts. The directors stated in their recent report that depreciation on a sufficient scale having been provided for by the Bataafsche and Anglo-Saxon companies, they did not deem it necessary further to increase the reserves, so that there is every reason to anticipate a more liberal distribution of revenue in the early future."



## RANDOM REFLECTIONS.

Marvellous! The Post Office buildings are being treated to a coat of paint, or it may be two, a thing which hasn't been done before for years. Looks as if the authorities were not in hopes of getting into the new premises for some time when they are spending money in this way.

There has been an impression in the Colony that the heat begins to lessen in September, and not a few bathing parties are in consequence discontinued at the end of August. That impression is not strengthened by the experience this year, and those who continue their bathing excursions have shown a wisdom which is to be commended.

The week's pabulum has shown a rare variety. There has been the "criminal conversation" proceedings in Court, the visit of the evangelist party, the arrival of Bandmann's Merry Little Maids, the oratorical outburst at the Sanitary Board, and the interesting meeting of the Legislative Council, possessing some unusual features.

In the "criminal conversation" case the counsel on either side made the most of their opportunities for effective phrasing and picturesque illustration. Sir Henry Berkeley seemed happy when he tried the "how-do-you-dold-boy" style of thing, and on the other hand, Mr. Slade apparently enjoyed going for the scandal-mongers, "the old cats of Kowloon." The jury seemed the most unhappy of all. They wished to be relieved from serving for quite a long time, but the Chief Justice declined to accede to their request. However, he did it so nicely that I am sure the jury didn't mind.

According to the *Daily Press* account of the first meeting of the visiting missionaries in Hongkong, Mr. Alexander showed a sporting spirit which must have appealed to a larger audience than faced him that night. "The idea of offering a hymn book to anyone who would stand up and sing the chorus of a hymn just introduced was decidedly novel. A few sports took him at his word and went through the chorus with a quaver—I mean quaver—and set down with a feeling of triumph when the choirmaster complimented them on having done very well. How would the principle work out in the churches? I am afraid there would not be a run on hymn books, but the prizes might take some other form."

The evangelists who "passed through" Hongkong would not feel highly flattered had they read the notice on the Star Ferry on Tuesday announcing that a late ferry would be run ten minutes after the conclusion of "the performance in the theatre." As the Theatre was occupied by the evangelists that night, it looks like a reflection on their methods. Revivalists are frequently charged with theatricality, but not often so innocently as in this instance. It reminds me of the scold who asked a friend: "What do you think of Parson Blank as an actor?"

What a time the Sanitary Board had on Tuesday! The members seemed to satiate themselves with all sorts of business and looked determined to exhaust the agenda as well as the unfortunate scribes whose duty it is to note the words of wisdom as they fall from the lips of members. Fortunately their task is lightened by the fact that they are expected to exercise their discretion, with the result that there are many words spoken and many speeches made which do not find their way into print. Were it not so, another authority would have to be created to suppress the nuisance created by the Sanitary Board.

It seems an extraordinary proceeding that a legislative assembly should pass an ordinance giving powers for the suppression of a certain nuisance and then withdraw it in order to try the effects of sweet persuasion. The anti-spitting clause is to be deleted from the Criminal Amendment Ordinance, and local Chinese are to be allowed an opportunity of checking the insanitary and disease-producing habit. It is to be hoped they will succeed. The experiment will certainly be watched with interest.

Running across an ancient mariner the other day, he grumbled, as is the habit of mariners, ancient and otherwise, and the burden of his complaint was the lighting of the harbour. Pointing to the new light on Signal Hill with a scornful finger, he asked, "Can you see that light?" As I had had only one whisky-soda, I ventured the hesitating query, "Do you mean that bright light on the Taikeo wharf, or is it that one up above blinking so fitfully and feebly?" "Yes," said the ancient one, "that's him, the one up above." Having delivered himself thus, he continued: "Why, if the navigator of a ship wants to see that light he would have to climb up the hill with his ship, a proceeding which would not be likely to meet with the enthusiastic approval of his owners or the insurance company." It reminds one of the near-sighted individual who on seeing a notice on a lamp-post climbed up to read it, and was much disgusted on discovering that the notice ran "Wet Paint."

In further conversation the ancient mariner pointed out that the light on Signal Hill was quite unnecessary, seeing that already there was a red buoy light guiding ships clear of all the dangers of Kowloon Bay. He suggested that the light on Signal Peak should be taken down, its power intensified, and placed where it would be of some value to shipping. As the Hon. Mr. Pollock raised the question some time ago of the necessity for lighting the entrance to the Canton river, it might not be out of place to suggest that a desirable home for the light could be found at Capatim Pass.

The visit of the Dutch squadron to Hongkong recalls the almost forgotten fact that three Netherlands ships of war were here nine years ago, and that when they went north to Shanghai they saved the situation there, so far as that port was concerned, at the time of the Boxer outbreak. They were the only ships of war present when the danger was most imminent. Another interesting fact is that the Hon. Mr. Hewitt, who was then Chairman of the Shanghai Municipality, received a decoration from the young Queen of Holland for the part he took in the reception accorded to the Dutch cruisers.

When the East Indies Squadron return here in the early part of November it might be possible to arrange sports in which the men of all services could participate. It should be remembered that the Hollanders have acquired the football craze, and though they are not so expert with the bat as some of our best teams, they will doubtless be able to put up a good game.

RODERICK RANDOM.

## A NEW HEALTH RESORT.

## VISIT TO CHEUNG CHAU.

An American is reported to have discovered the North Pole, and it is an American or American who discovered Cheung Chau. True, it has been in the possession of Great Britain for more than ten years, passing into our charge when the New Territories were leased from China, but its value as a health resort has only been realised a short time. Cheung Chau, or Dumb Bell Island, is known to most of us. On the trip to Macao we may have glanced at it, being attracted by its size or perhaps by the European houses situated on its breezy uplands, or a bathing excursion may have made us familiar with its shores.

This island, one of the largest in the archipelago, possesses three names. The reason why Britons call it Dumb Bell Island is apparent once you have looked over it. Two round ball-like pieces of land joined by a narrow strip suggest the instrument of exercise. On the other hand the Chinese name, Cheung Chau, which means Long Island, is no less appropriate. It was not called Long Island out of compliment to the American visitors. But that by the way. Until two years ago Cheung Chau was only known as a fairly large island in which resided an industrious fishing community, but one or two men belonging to American missions in Canton and vicinity, anxious to secure a place more convenient than the missionary resort at Kuling in North China where they could recuperate and at the same time escape the sweltering summer in Chinese cities, sought for a suitable locality in the neighbourhood of Hongkong. Their search took them to Cheung Chau, with its high elevation, its lovely valleys, and its beautiful stretches of beach with their bathing facilities. As a steam launch service kept the islanders in communication with the outside world, which in the present instance is represented by Hongkong, the men who had come to spy out the land decided in favour of Cheung Chau. Thus was the island discovered.

Building lots were obtained at little more than nominal rates from the Hongkong Government, whose only stipulation was that improvements to the extent of \$2,000 should be made on each lot within two years. Two or three houses were erected in the course of that year, and the experience of these pioneers induced others to follow, until now there are eight houses completed, accommodating at the height of the season—July and August—some sixty folks young and old. That is a substantial increase to the foreign population of any part of our dependency, and naturally it is not without effect on the little island community of Cheung Chau, who are not slow to appreciate at least the material benefits which follow such an innovation.

In addition to the eight houses built, two others are in course of construction; and six building lots have been let, which must have the necessary improvements carried out within a year. That means that in about twelve months time there will be sixteen European houses erected on Cheung Chau—a big difference to the island. Several of the houses are built of brick, in others a locally made concrete has been employed, and in one instance, if not more, stone has been used. Labour on the island is cheap, and the dwelling houses have been completed at what must be regarded as reasonable figures. Of course in some cases experience has been rather dearly bought, and one of the earlier houses was wrecked by a typhoon. The bungalow style is universal, and the low, strongly-built structures look as if they would withstand the fiercest wind that blows. To this end verandahs have been omitted from every plan, though it is said that one house possesses a verandah which either through the mistake of the Chinese builder or the amateurish efforts of the architect is inside. Whether it be true or not, the writer cannot say, but it is part of the gossip of the island. Roads there are none, but a few paths have been cut, and these give ready communication from one part to another. The feature of life at Cheung Chau which will appeal to most people is the general or communal bathing. Just when the sun begins to drop in the west and his slanting rays are intercepted by the little headland, there may be seen men and women attired in bathing costumes and topees, accompanied by their children, and ready for the water, wending their way down the slopes of the island to the beautiful little stretch of white sand, which is now recognised and reserved as the foreign bathing place. Paternalism may perhaps carry an umbrella which he sticks in the sand and deposits his topees thereon. Others merely kick off their shoes and rush into the water, and soon the tones of childish glee

minge with the happy laughter of the older folks as they all disport themselves in the briny. It is a delightful sight. It does one good to see so many happy folks, and when one has enjoyed a swim there and climbed a hill in the same light attire in which he came down and has dressed in the comfort of the house, then one has tasted something of the joy which Cheung Chau offers to the visitor or more particularly to the summer resident. To inhale its fresh breezes laden with health-giving ozone, to sit in a chair in the cool and calm of the evening and come under its restful spell, to gaze over the beautiful little harbour with its forest of masts into the Musing heavens, or to turn the eyes towards Hongkong and look at the glittering lights of the Peak—these are a few of the pleasures of this island life. And then to sleep on a bed which needs no mosquito net. That is little pleasure.

One cannot quit from a description of a visit to Cheung Chau a reference to the representative of law and order. A hospitable Scottish police sergeant looks after the interests of this peaceful community and takes a pride in its welfare. As policeman his duties do not seem onerous if the records of prosecutions be taken as a guide, but he doubtless does something to prevent crime. What delights the visitor is to find a little post office with all its equipment of post marks, dates, stamps, and so on. It is like a toy post office, but it is a boon to the foreign residents. In addition to being postmaster, the sergeant is a *fonctionnaire* of the Harbour Office, and is responsible for the collection of no small amount of dues from the shipping. Another of his duties is that of land officer and he may be seen acting as auctioneer as well. Although the Sanitary Board has no jurisdiction here sanitation is not quite neglected, and the weekly cleansing carried out by the police officer raises Cheung Chau far above the level of the ordinary Chinese village in respect of cleanliness. It seems a happy little community, and credit should not be withheld from Sergeant Gordon, who has doubtless improved on the good work accomplished by his predecessors. Certainly his tactful administration is appreciated by both foreigners and Chinese.

What the American visitors have done surely suggests ideas to some of our residents who can afford to live out of the city. Cheung Chau is only an hour's sail from Hongkong. It has three or four launches running daily. It has cheap building sites, and it has good water. What more is wanted? If the distance is too great for the busy commercial man to cover daily, its suitability for week-end pleasure need not be overlooked. Although there are no roads on the island the Government might come to the assistance of residents when the number of houses is greater. Still that is a detail. It is no detraction from the rural delights of Cheung Chau. While suggesting a future for the island it might be as well to mention some of the ideas of the missionaries on the subject. They hope to obtain from the Government a portion of land which could be utilised as a public place of recreation, with a tennis court, and they have ambitions for an assembly hall or school where their children could be taught. By and by, they would like to import one or two public chairs. From all this it will seem that American enterprise will do as much as possible at its limited command to develop the island and make it attractive as a health resort. Dr. Macrae, of the Canton Medical College, is quite enthusiastic over the island and its possibilities, and with him as leader in the movement Cheung Chau should become better known.

## BANDMANN'S MERRY LITTLE MAIDS.

The Bandmann Merry Little Maids Comedy Company had another successful night at the Theatre Royal on Saturday when "Havanna" was produced. The play was well patronised, although there was not such a large attendance of Hongkong's theatre-goers as on the previous night.

Mr. Frank Danby, as usual, was full of life. He and his friend "the poor sailor" kept the house in fits of laughter, and Mr. Fred Coyne's interpretation of the "Merry Widow waltz" was much appreciated. To-night the Company stage "The Girls of Gotenberg." It will be noticed from the advertisement in another column that the Company will prolong their stay by one night. Instead of the variety entertainment on Tuesday they will, by special desire, play "The Gay Gordons," and on the following night "The Mikado."

## AN UNCONQUERED HEIGHT.

## RETURN OF ABRUZZI EXPEDITION FROM THE GREAT K2.

A Kashmir correspondent writes to Allahabad that the Duke of the Abruzzi and the rest of the members of the expedition to K2 arrived in Srinagar on the 11th instant, having accomplished the long and arduous march from the top of the Baltoro glacier in 21 days. K2 remains unconquered, and its ascent, if humanly feasible, still remains to be made, but if an expedition in every way so fit to perform the task failed, the feat almost amounts to demonstration that the feat is practically impossible. The party have made a thorough survey of the whole system of stupendous glaciers, of which Baltoro is the centre, and the meteorological and other valuable observations obtained will be of unique interest to science. The survey of Baltoro alone took six weeks, and the party actually reached an altitude of 24,500 feet, thereby beating the record by 500 or 550 feet. In spite of the incessant exposure of the last four months and the hardships endured all look exceedingly fit. The Duke leaves Kashmir almost immediately for Bombay, paying a visit to Delhi and Agra on the way.

The blue funnel steamer *Pereuse* at present in the harbour is showing a glided rooster at her bow. She is evidently "crowing" over the others at having achieved a record run or other performance of which she is proud.

## HONGKONG GYMKHANA CLUB.

## FOURTH MEETING.

Patrons.—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Rodworth Lamont, C.B.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Rear-Admiral H. Lyden, R.N.

Committee.—The Stewards of the Hongkong Jockey Club (Ex-Officio). The Hon. Mr. F. H. May, C.M.G.; Hon. Mr. W. J. Gresson. Mr. J. Johnston, Mr. J. A. Jupp, Mr. H. P. White, Mr. G. K. Hall Bratton, Mr. John Paterson, Major W. A. Eaton, Major W. A. Eaton, judge; Mr. J. A. Jupp and Major W. A. Eaton, handicappers; Messrs. H. P. White and F. B. Deason, clerks of the scales; Mr. H. J. Gedge, starter; Mr. Marcus Slade, 2nd starter; Mr. M. S. Sassoon, time-keeper; and Mr. C. Gordon Gedge, hon. sec. and treasurer.

Very successful was the fourth meeting of the season which took place on Saturday afternoon at the Happy Valley, and though the attendance might have been larger—doubtless the heat kept many away—the programme gave general satisfaction. Most of the events provided some good running and fine finishes, and the betting was decidedly interesting. As the result of the small attendance, the Pari-mutuel did not pay very large dividends, and neither did the cash sweepstakes produce the large prizes of former meetings. Added pleasure was given to the proceedings by the presence of the Buffs Band, under Bandmaster Hewitt, which discoursed selections in their usual finished style.

GYMKHANA STAKES.—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open Griffin race 5 lbs. extra. Non-winning Subscription Griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A Cup called the Gymkhana Cup will be presented at the end of the season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first; 2 for a second; and one for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulate up to 15 lbs. Entrance fee, \$5. 2nd Prize, \$25. (Half-entrance fees to go to winner).

Hon. W. J. Gresson's Garth, 154 lbs. (Mr. J. Johnston) 1  
Mr. Dryadust's Triad, 157 lbs (Mr. Mackie) 2  
Mr. Dryadust's Best Friend, 157 lbs. (Mr. W. S. Dupree) 3  
Mr. Slater's Pioneer, 136 lbs (Owner) 0  
The quartette got away well, but Best Friend took the lead very early and retained it till past the stand, Pioneer all the while lying close behind. Entering the bend Garth successfully challenged, and secured a substantial lead despite the efforts of Triad who hung on to his flank. In the straight Triad gained on the leader, but could not get the winning place, Garth getting home by half a length. Time 2 min. 8 1/5 secs. Pari-mutuel, \$121.10. Cash sweeps, \$245.70, \$70.20 and \$35.10.

POLO SCURRY.—Distance, From 2 Mile Post in Poles to start, facing the village and turn right-handed at fall of flag. Catch weights 117. (All ponies entered must be bona fide ponies and passed as such by the Secretary of the Polo Club). Entrance fee, \$5. First Prize: A Cup presented by the Officers of the Garrison. 2nd Prize, \$25. (Entrance fees to go to winner).

Hon. Mr. J. W. Gresson's Middlesex, 161 lbs (Mr. W. S. Dupree) 1  
Mr. J. Johnston's Blue Rain, 161 lbs (Owner) 2  
Commodore H. Lyon's Swan, 161 lbs (Owner) 3  
Mr. H. J. Gedge's Desire, 161 lbs (Owner) 0  
Mr. H. J. Gedge's Rufus, 170 lbs (Gedge) 0  
Middlesex showed the way from the start, and was an easy winner. Time 21 2/5 secs. Pari-mutuel, \$135.50. Cash sweeps, \$349.65, \$99.90 and \$49.95.

THREE QUARTERS OF A MILE HANDICAP.—For all China Ponies. The race will be split up into higher and lower divisions by the Handicappers provided that there are 12 or more entries. Entrance fee, \$5. First Prize: Two cups presented by Commodore H. Lyon, and the Hongkong Gymkhana Club for Classes A and B respectively. 2nd Prize, \$25. Entrance fees to be divided between Winners of A Class and B Class.

CLASS B.  
Mr. Blank's Argyle, 140 lbs (Mr. W. S. Dupree) 1  
Mr. Seth's The Tortoise (late Strimball) 150 lbs (Owner) 2  
Major H. Filday's Polo Stick, 155 lbs (Owner) 3  
Commodore H. Lyon's Cavalier, 148 lbs (Owner) 0  
Polo Stick carried 20 lbs overweight and Tortoise seven.

Tortoise with its seven pounds overweight led at the start, but had to give way to Cavalier, who partnered Tortoise, the other two also pairing. The first couple romped off from their companions, but at the rock the Tortoise shot ahead. Argyle now took up the running seriously, and after a struggle passed the Tortoise and reached the winning post with plenty to spare. Time, 1 min. 38 1/5 secs. Pari-mutuel, \$16.40. Cash sweeps, \$330.75, \$94.50, and \$47.25.

CLASS A.  
Mr. Johnston's Hertzblatt, 157 lbs. (Owner) 1  
Hon. Mr. Gresson's H. H., 142 lbs. (Mr. Dupree) 2  
Mr. Leeson's Soudan (late Forfar), 138 lbs. (Mr. Mackie) 3  
There was Mr. Johnston's practically from the start. H. H. made a good second, but Soudan was out of the running. Time 1 min. 36 secs. Pari-mutuel, \$6.80. Cash sweeps, \$450.45, \$128.70, and \$64.35.

INDIVIDUAL TENT-PEGGING COMPETITION.—China ponies only to be used. Best of three runs. 5 Points for a Carry; 2 for a Draw and 1 for a Touch. The Judge has at his disposal 2 points for Pace and Style over all three runs. Lance exercise will not count towards style. Entrance fee, \$2. First Prize: A Cup presented by the Hongkong Gymkhana Club.

Mr. Johnston ... .. 1  
Captain Brierley ... .. 2  
Captain Twiss ... .. 3  
Only six competitors came forward but an interesting exhibition of skill followed. Mr. Johnston had 11 points to his credit, Captain Brierley 10, and Captain Twiss, 9.

ONE AND A QUARTER MILES HANDICAP.—For all China Ponies. Entrance fee, \$5. First Prize: A Cup presented by John Johnston, Esq. 2nd Prize, \$25. (Entrance fees to go to winner).

Hon. Mr. Gresson's Lammerton 149 lbs, 7 lbs overweight (Mr. Johnston) 1  
Mr. Blank's Greyback, 147 lbs (Mr. Mackie) 2  
Mr. Brico's Tyddles (late Phoenix), 147 lbs, 9 lbs overweight (Owner) 3  
Mr. Seth's Tortoise 149 lbs, 14 lbs overweight (Owner) 0  
Mr. Dryadust's Best Friend, 161 lbs (Mr. Dupree) 0  
Tortoise got left at the start, but the others went off in a cluster, from which Lammerton separated. Passing the stand the first time the order was Lammerton, Tyddles, Greyback, and Best Friend with Tortoise closing up the gap. At the bushes Greyback came up to the leader and the two ran neck and neck. For a time the trio kept together, but near the rock Greyback had passed into first place and Lammerton was now lying third. In the straight a fine struggle was witnessed between Greyback and Lammerton, the two running neck and neck, but the victory went to the latter. The Pari-mutuel paid \$14.50. Cash sweeps, \$444.50, \$126.90, \$63.45.

## NOTES AND NEWS.

UNITED STATES TARIFF.—Nearly twenty liners failed in the race to reach New York in time to escape the new tariff. It is estimated that importers will lose a quarter of a million dollars thereby.

BOUNTIES ON BIRDS.—The dwindling birth-rate in France is at last occupying the attention of the Government. It is hinted that in the autumn session proposals will be introduced in the Chamber with a view to encouraging parents to rear large families. The idea is for the State to pay \$20 for the second and \$40 for each succeeding child. The population of the country will doubtless be increased by this means, but there are other matters which will have to be taken into account.

THE LONGEVITY OF PENSIONERS.—That interesting little Blue-book just issued, the Finance Accounts of the United Kingdom, bears eloquent testimony to the longevity of pensioners. For instance, there is still a survivor on the pension list of George IV., as well as four pensioners who date back to the reign of William IV. And our thoughts turn to Dickens and little Dorrit on discovering that the "Ballif of the Marshalsea" still draws the allowance granted when his office was abolished sixty years ago.

LADIES' HATS AND THE HAIR TRADE.—Hair, it is said, has considerably risen in price. In the city of Lingone, the principal market for hair, a kilo of hair, worth \$2 a few years ago, now, the *Gentleman's* states, fetches \$4.10s. This rise has been caused by the increased size of ladies' hats, which necessitates an extra supply of hair so as to offer a proper basis to the new structures. Moreover, the young French peasant girls are less anxious to part with their tresses, and the dealers in hair are unable to cope with the demand made upon them.

THE FAME OF SANGATTE.—It is curious that the village of Sangatte, near Calais, which, as the starting-point of Zuluham's attempt to fly across the Channel, has come into the glare of publicity, should have an association which is the antithesis of speed and flight—snails. The snails of Sangatte—fat and juicy *cargots*—are well esteemed in France, rivaling, as they do, even the famous snails of Burgundy. At the proper times and seasons they hang thick upon the thickest hedges of the district. In the Latin Quarter of Paris *cargots* form a favourite course. They are served very hot in their shells, so used in butter, and garnished with chopped parsley and onion.

THE WORLD'S BEST BOOKS.—Dr. Eliot has last replied to the criticisms levelled at his "five-foot bookshelf" collection of the world's best books. The Professor has been deluged with letters of protest from people all over the country calling his attention to the notable omission in his list of both the Bible and Shakespeare. Up to the present he has maintained a discreet silence; but the Professor now declares that his omission was intentional. He never imagined that anyone who read books at all would be without the Bible and Shakespeare's works; and he drew up his list on the assumption that these two greatest of all books must necessarily be the nucleus about which even the smallest library was formed.

PROFESSOR OSLEE.—Congratulations, or commendations, are due, to Dr. Oslee, the learned and genial Professor of Medicine at Oxford, who entered his sixty-first year. It may be remembered that Dr. Oslee once expressed the playful opinion that all professors and public-teachers should be children, on reaching the age of sixty, which inspired an undergraduate poet to sing:

"Brothers, I am sixty-one,  
And my work on earth is done;  
Peace should follow after storm,  
Reach me down the chloroform!"

Luckily poets are seldom practical, for the loss of Professor Oslee would be a calamity, not only to science, but to English literature.

DESCENDANT OF DAVID.—The history of the Sassoons is one of the most dramatic in the very dramatic story of the Hebrew race. The original Sassoon was a Bombay merchant, but, says M.A.P., the family is descended from a group known as Ibn Shoshan, who at one time held the position of Nossi of Toledo. The name Shoshan, which signifies "lily" in Hebrew, was gradually transformed into Sassoon, David Sassoon, the family name of David Sassoon and Abraham Sassoon, who flourished in the seventeenth century, stated that he was a direct descendant of Shephatiah, the fifth son of David. Not only are there many references to the name in Hebrew medieval literature, but mention of it is made in the Talmud.

TO CALAIS ON A PLANK.—A London man named Westlake intends to try and cross from Dover to Calais on a plank. This plank is eighteen feet long, two feet wide, and two inches thick. Two small oil drums will be fixed beneath the plank, which will carry a mast seven feet high and a yard nine feet long. An ordinary bedstead will be used as a sail if there is a breeze, or the mast and yard will be taken out and used as oars. Westlake states he has had experience on a plank, having spent a night clinging to one in the Atlantic Ocean Club.

## THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION

IN ALL

## PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO

CO. LTD.

[36]

when shipwrecked. The plank adventure brings the list of cross-Channel aspirants to fame up to nine. At the present time four aeroplanists and four swimmers are waiting to cross.

## THE ILLUSION OF "RETIREMENT."

In the *St. Martin's* *le-Grand* a writer points out that "among the illusions of life there is none more common than that which associates retirement with blissful dreams of pleasure and repose." He avows himself as one of the disillusioned: "Whatever retirement may have meant for others (he says), to me it has brought none of the Elysian delights I had once imagined. The demon of unrest has instead dogged my footsteps with such relentless persistency as to induce superstitious belief in a malignant star. The irony of the situation lies in the fact that I was supposed to require a 'Rest' cure. Rest, forsooth! What I really needed was as much movement and change of scene as possible. Perpetual motion would have been the ideal thing." He admits that the degree of disillusionment differs, but he believes all the retired experience it to some extent.

## PHILIPPINE MINERALS.

A pamphlet entitled "The Mineral Resources of the Philippine Islands" has been issued by Mr. Warren D. Smith, chief of the division of geology and mines, Bureau of Science. The pamphlet contains a number of articles by scientific men, the results of special research into the various matters treated. The table of contents shows the following list: The Non-metallic Minerals, by Warren D. Smith; The Metallic Minerals, by H. G. Ferguson; Philippine Raw Cement Materials, by V. J. Cox; The Gold Fields of Surigao Peninsula, Mindanao, by Maurice Goodman; The Production of Structural Material, by George I. Adams.

From the introduction to the pamphlet we take the following interesting data:—In 1907 the gold production for the Philippine Islands amounted to only \$78,000, which was indeed small; however, it marked only the beginning of the industry. We who were on the ground had faith in the country and what it could produce. It was a different matter with those outside the Philippines, to whose ears there came, year after year, reports of failure. The sides, we had inherited a host of troubles from the days of the Spanish regime. The man to whom we appealed asked not for opinions, nor for excuses. He wanted results. We could not point to them then. Therefore, it is with extreme satisfaction that we can now show these results; point to the facts. In 1908 the gold production amounted to over \$200,000, a gain of over 100 per cent.

Before our coal deposits were opened up there were many who predicted many difficulties, both in mining and in using the coal. The fact remains, however, that the coal is being mined, cheaply, and is being used by over a score of inter-island trading vessels. The production at the beginning of 1907 was almost nil, toward the end of the year it amounted to 25 tons a day, at the present time in 50, and it is planned very soon to increase the output to 150 tons, owing to the fact that a large amount of development work has been done in one of the mines. The Government coal mine is producing at the present time 80 tons a day.

One very regrettable feature about the mining situation in these Islands is the fact that so few of the better class of Filipinos take any interest in the development of the mineral resources of their own country. It is true the semi-wild Igorots of north-central Luzon mine and smelt copper on a small scale, and hundreds of natives in various parts of the Islands are engaged in desultory panning for gold. It is also true that the only iron furnace in operation in the Philippines is owned and run by a Filipino woman. With these exceptions, the Filipino people are almost absolutely ignorant about mining and, what is worse, seem to be apathetic in regard to it.

It would be far better for the country politically and industrially if some of the bright Filipino youths who are sent to the United States for education could be induced to take up a course in mining and engineering, chemistry, and on their return place themselves as operators in some company, beginning with the most menial work. We cannot expect the Filipino, with his peculiar Malay temperament and past education, to take kindly to this sort of work at first, but we are not without hope that some day he will demonstrate that he can do it.

Many surprises in regard to the Filipino as a labourer have been afforded us. If he can be protected from the unscrupulous labour leader, he will get along very well.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, 435



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Telegraphic Address: PARS, CODES: A.B.O. 4th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

A SMART YOUNG MAN for a First-Class Hotel Office. Europeans only need apply. Good references essential.

Apply—Z. Y.

Care of "Daily Press" Office.

Hongkong, 6th September, 1909. [1169]

## TO LET.

OFFICES in YORK BUILDING, FIRST Floor, now occupied by Toyo Kisen Kaisha.

Apply to—

KELLY & WALSH, LD.

Hongkong, 6th September, 1909. [1170]

## OFFICES TO LET.

2 ROOMS on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—

JOHN D. HUMPHREYS & SON.

Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. C. Cundy, will be despatched on above on or about the 27th inst.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 6th September, 1909. [1172]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 4th September, 1909. [1173]

HONGKONG FOOTBALL ASSOCIATION.

ANNUAL MEETING will be held at Y.M.C.A. on FRIDAY, Sept. 10th, at 5.30 P.M. to commence business for Coming Season.

All Clubs interested are requested to send two representatives.

ALEX. P. STORRIE, Hon. Secretary.

Hongkong, 1st September, 1909. [1139]

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1909) of the Hongkong Club, Payable on THURSDAY, the 30th September 1909, will be held at the Hongkong Club House at 11 o'clock A.M. on SATURDAY, the 18th September, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order,

JAMES CRAIK, Secretary.

Hongkong, 2nd September, 1909. [1148]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Purses and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Business premises to No. 12, WYNDHAM STREET, next to the Glenally Buildings.

ABDOLLAH EBRAHIM & Co.

Hongkong, 1st September, 1909. [1138]

GRAU & CO.

No. 27 DES VŒUX ROAD, Dealers in POSTAGE STAMPS AND PICTORIAL POST CARDS.

Just Received, a Selection of POSTAGE STAMP ALBUMS WITH MOVABLE LEAF.

Duplicate Pocket Books.

Magnifying Glasses.

Watermark Detectors.

"Peerless" Stamp Hinges, &c.

Inspection Invited.

SUTTON'S SEEDS

Special Selected Collections for the Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.,

Telephone 668.

5, Duddell Street.

## PUBLIC COMPANY

THE CHINA LIGHT & POWER CO., LD.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th August, 1909. [1123]

## AUCTIONS

E. R.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE CAPTAIN SUPERINTENDENT OF POLICE to Sell by Public Auction, TO-MORROW (TUESDAY), the 7th SEPTEMBER, 1909, at 11 A.M., at the Central Police Station, SUNDAY OLD AND CONDEMNED STORES, BOOTS AND SHOES, HELMETS, BELTS, FILTERS, CLOTHING, KEROSENE OIL, FLOUR, OLD METAL, &c., &c.

A Quantity of RIFLES and AMMUNITION, &c., &c.

Terms—As Usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 4th September, 1909. [1164]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On WEDNESDAY, the 8th SEPTEMBER, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street, SUNDAY VALUABLE HOUSEHOLD FURNITURE, comprising—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, OVERMANTLES with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, TEAKWOOD SIDE-BOARDS and DINETTE WAGON with BEVELLED GLASS, CROCKERY and E.P. WARE, &c., &c.

A Quantity of BLACKWOOD WARE, CARPETS, RUGS, BRASS and BRASS-MOUNTED IRON BEDSTADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASH-STANDS, &c., &c.

ALSO 2 COTTAGE PIANOS (one by Bechstein and one by The Robinson Piano Co.), One POLYPHONE, One GRAMOPHONE and RECORDS.

AND One Large American ICE CHEST. Catalogues will be issued.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th September, 1909. [1165]

## ASAHI BEER SAPPORO BEER

## TO BE OBTAINED FROM ALL WINE DEALERS

## SOLE AGENTS:

ITSUJI BUSSAN KAISHA.

[1128]

## INSURANCES

## NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1063]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ... £6,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [908]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS—From No. 10 to .5888—at .40, .47 and .5750 per 100. SIGHTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

## ENTERTAINMENT

## THEATRE ROYAL.

## CITY HALL.

TO-NIGHT (MONDAY), SEPT. 6th.

M. E. BANDMANN PRESENTS

THE MERRY LITTLE MAIDS COMEDY CO.

Mon. { The Recent Gaiety Success, 2nd Edition of the "GIRLS OF GOTTENBERG."

Tues. { By Special Desire, "THE GAY GODDONS."

Wed. { By Special Desire, Gilbert & Sullivan's Masterpiece, "THE MIKADO."

PRICES AS USUAL.

BOOKING AT MOUTRIE'S.

Late Train to the Peak.

E. R.

PUBLIC WORKS DEPARTMENT.

## FOR SALE.

THE Twin Screw, Single Ladder, Steam Hopper Dredger "ST. ENOCH."

Now at work in Hongkong Harbour. Length 185 feet, beam 36 feet; depth 15 feet 6 inches.

Draft empty 10 feet 6 inches; loaded 12 feet 8 inches.

Depth to which buckets will dredge, 46 feet.

Capacity of hoppers, 420 cubic yards. Can discharge over the side at 4 feet 5 inches above water level.

The Dredger will be ready for delivery in December 1909.

For further particulars apply to P. N. H. JONES, Director of Public Works.

Hongkong, 3rd September, 1909. [1162]

## FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—

SHCROETER, King's Buildings, 11th Floor.

Hongkong, 1st September, 1909. [1140]

## TO LET.

FOUR ROOMS at No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—

A. B. AVASIA, 1, Duddell Street.

Hongkong, 1st September, 1909. [941]

## TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZER, 9, Peddar's Hill.

Hongkong, 14th August, 1909. [1073]

## TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [1035]

## TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11th Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BRÜCKELMANN & Co.

Hongkong, 1st July, 1909. [91]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [818]

## TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. HOUSES IN LYMOON VILLAS, Kowloon.

Apply to—

ARRATTON V. APCAR & Co., 14, Des Vœux Road.

Hongkong, 24th August, 1909. [399]

## TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

## TO LET.

ONE FIVE-ROOMED BUNGALOW, "THE NEW," No. 84, Mount Gough, Peak Garden and Tennis. Furnished. Possession from 1st October next.

OFFICES and ROOMS on the 2nd Floor, of No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPASS ROPE DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central.

Hongkong, 1st September, 1909. [1141]

## TO LET.

## TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES lately occupied by Messrs. Gordon & Co., known as 21, Whitfield, Shanklin Road.

PREMISES at SHAMSHU, CANTON, now in occupation of the Canton Kowloon Railway. The BYRLE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—Tobacco, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 30th August, 1909. [1100]

## TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO, 14, Arbuthnot Road.

Hongkong, 4th August, 1909. [1036]

## TO LET.

IN NO. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.

IN NO. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

NO. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., LTD.

Hongkong, 7th August, 1909. [1054]

## TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms.

Apply to—

YEE SANG FAT & Co., Opposite General Post Office.

Hongkong, 21st June, 1909. [871]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

## TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PRADDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 31st May, 1909. [807]

## TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession.

CHOP BOWLS.

KWAI LOON MARINE LOT 48, Yamat, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 29th June, 1909. [909]

## TO LET.

NO. 2, OLD BAILEY. Immediate possession. Moderate Rental.

Apply to—

ARRATTON V. APCAR & Co., 14, Des Vœux Road.

Hongkong, 7th August, 1909.



## TENDERS FOR REVENUE FARMS.

## TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

## REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next term, period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as amended in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privilege of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—

BRITISH NORTH BORNEO—OPIMUM, SPIRITS, GAMBLING AND PAWN-BROKING, as follows:—

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) KUDAT DISTRICT—The Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT—The Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province Clarke.

(iv) EAST COAST DISTRICT—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & Co., at Singapore, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for the main farm by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per chili..... \$ 2.40

5 chili..... 00.30

5 chili packet..... 00.15

4 "..... 00.12

3 "..... 00.09

2 "..... 00.05

(h) The Opium Farmer is responsible for seeing that Chanda is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chanda and Spirits.

(i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to the Opium or Chanda prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they purpose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909. [696]

## INTIMATIONS

COLONIAL SECRETARY'S DEPARTMENT.  
HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on THURSDAY, the 30th of Sept. 1909, for the purchase of the privileges known as the Opium Farm established under "The Opium Ordinance, 1909," that is to say, the sole privilege of preparing opium and of selling, within the Colony (including the Territories), Opium as prepared, inclusive of the privilege of collecting dress and of preparing and dealing in Dress Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer, Government Notifications Nos. 401 and 501 of 1909 are hereby cancelled.

A. M. THOMSON, Colonial Secretary.

3rd September, 1909.

## CONDITIONS OF TENDERING.

1. No tender will be received unless the tenderer produces a receipt from the Treasurer for the deposit of the sum of \$30,000, or of Title Deeds, or other approved securities to a like amount, and

(ii) An agreement to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept, a grant of the Farm on the terms of the tender sent in by him or fail to give the prescribed security for such grant, such deposit or securities shall be forfeited to the Crown.

Such deposit must be completed not later than Noon on the 29th day of September, 1909. All deposits will be returned to unsuccessful tenderers.

2. The tender must state the monthly sum offered for the Farm as rent.

3. The Government does not bind itself to accept the highest or any tender.

4. The successful tenderer shall, before the 1st day of January, 1910, deposit with the Treasurer approved security, either money or title deeds, to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted, and of the stipulations or agreement in respect thereof, and the security previously deposited with the Treasurer on the tender being received will be retained until such successful tenderer shall have deposited such security. Particulars of the security offered must be submitted to the Treasurer before the 1st day of November, 1909, for the approval of the Government, and the security shall be in such form as the Treasurer may require. Title deeds of land in any British Territory may be submitted for approval.

5. The Governor-in-Council will execute to the accepted tenderer a Grant in the form, or as near thereto as may be, hereinafter set out, as soon as the security has been completed to the satisfaction of the Governor-in-Council; and the Grantee shall sign a counterpart of such Grant.

6. During the continuance of the privileges the successful tenderer shall be entitled to the use of a Trade-mark to be approved by the Governor-in-Council on all Opium prepared by him.

## CONDITIONS TO BE FULFILLED BY THE GRANTEE OF THE OPIUM FARM, AND THE BREACH OF WHICH WILL INVOLVE LIABILITY TO THE FORFEITURE OF THE GRANT AND OF THE SECURITY DEPOSITED WITH THE TREASURER.

(1) To pay the monthly fee regularly in advance, from the 1st day of March, 1910, on the first day of each month.

(2) To have no Raw Opium in his possession except what is reported through the Imports and Exports Office, and, unless the special permission of the Governor to exceed that amount is obtained, to draw not more than 900 chests of Raw Opium in each completed year of the Farm; if any Prepared Opium is imported into the Colony by the Farmer an equivalent deduction must be made in the number of chests of Raw Opium drawn by him.

(3) Not to part with any Opium in the raw state either by sale or otherwise, but only Prepared Opium fit for smoking.

(4) Not to grant to any person any licence to boil or prepare Opium.

(5) To have one establishment only for boiling; such establishment to be approved by the Governor.

(6) The Governor to be at liberty at any time to depute such person or persons as he may think fit to supervise the boiling and preparation of Opium in the boiling establishment.

(7) Not to have loose Opium (as defined by the Opium Ordinance, 1909) elsewhere than in his boiling establishment or any Raw Opium other than that covered by removal permit.

(8) To observe, perform and keep the provisions of the Opium Ordinance, 1909.

## FORM OF GRANT.

TO ALL TO WHOM THESE PRESENTS SHALL COME I

Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same, in Executive Council, send Greeting:

WHEREAS, by the Opium Ordinance, 1909, it is enacted, amongst other things, that the Governor-in-Council may grant, in the manner provided by the said Ordinance, to any person, for such considerations and on such conditions and for such periods and in such form as, from time to time, may be determined by the Governor-in-Council, the sole privilege of preparing Opium, and of selling, within the Colony, Opium as prepared, inclusive of the privilege of collecting dress and of preparing and dealing in Dress Opium; AND that the accepted bidder for, or the grantee of such privileges, before he shall become entitled to the benefit thereof, shall give such security as the Governor-in-Council may require for the due performance of the conditions of such privileges and of his stipulations or agreement in respect thereof; AND WHEREAS the Governor-in-Council has accordingly agreed to grant to

(hereinafter referred to as the Grantee) the privileges hereinbefore mentioned, and known as the Opium Farm, established under the said Opium Ordinance, 1909, to the term of three years from the 1st day of March, 1910 (inclusive), for the monthly sum of

(hereinafter contained) AND WHEREAS the Grantee has given the prescribed security for such grant to the satisfaction of the Governor-in-Council.

I, the said Governor, do hereby grant unto the said Grantee, in full and sole privilege, the sole privilege of preparing Opium, and of selling, within the Colony, Opium as prepared, inclusive of the privilege of collecting dress and of preparing and dealing in Dress Opium, for the term of three years from the 1st day of March, 1910 (inclusive), for the monthly sum of

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(hereinafter contained) AND WHEREAS the Grantee has given the prescribed security for such grant to the satisfaction of the Governor-in-Council.

KNOW YE, therefore, that in pursuance of the said agreement and in consideration of the promise and of the payment by the Grantee of the monthly sum of \$30,000, or of Title Deeds, or other approved securities to a like amount, and of the said Grantee's agreement to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept, a grant of the Farm on the terms of the tender sent in by him or fail to give the prescribed security for such grant, such deposit or securities shall be forfeited to the Crown.

1. That the said monthly sum of \$30,000, or of Title Deeds, or other approved securities to a like amount, shall, during the said term, be paid regularly in advance to the Colonial Treasurer and with-outdemand on the first day of each calendar month, the first of such payments being made on the 1st day of March, 1910.

2. That the Grantee shall have no Raw Opium in his possession except what is reported through the Imports and Export Office; and, unless the special permission of the Governor to exceed that amount is obtained, shall not draw more than nine hundred chests of Raw Opium in each completed year of the Farm; and that if any prepared opium is imported into the Colony by the Grantee an equivalent deduction shall be made in the number of chests of Raw Opium drawn by the Grantee.

3. That the Grantee shall not part with any Opium in the raw state either by sale or otherwise, but only prepared Opium fit for smoking.

4. That the Grantee shall not grant to any person any licence to boil or prepare Opium.

5. That the Grantee shall have only one establishment for boiling and preparing Opium; such establishment to be approved by the Governor.

6. That the Governor shall be at liberty at any time to depute such person or persons as he may think fit to supervise the boiling and preparation of Opium in the boiling establishment.

7. That the Grantee shall not have loose Opium (as defined by the Opium Ordinance, 1909) elsewhere than in his boiling establishment or any Raw Opium other than that covered by removal permit.

8. That the Grantee shall observe, perform and keep the provisions of the Opium Ordinance, 1909.

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## SHIPPING.

## ARRIVALS.

ANAMBA British str., 1,200, Sangster, 5th September—Singapore 24th August, Oil—Hobart.

ASCANIA, German str., 1,291, Clausen, 4th Sept.—Swatow 3rd Sept.—Hamburg—America Line.

CARL DIERICHSEN, German str., 774, J. Kayser, 4th Sept.—Pakhoi via Hoihow 3rd September, General—Jensen & Co.

CHILDAR, Norwegian str., 1,102, H. Nils, 4th Sept.—Bangkok 2nd Sept.—General—Kia Tye Loong.

CHOSUN MARU, Japanese str., 1,303, T. Suruga, 5th Sept.—Swatow 4th Sept.—General—Onaka Shosen Kaisha.

DEVAYONER, Ger. str., 1,507, F. Rehwalde, 3rd Sept.—Bangkok 28th August, General—Butterfield & Swire.

FEI, Norwegian str., 860, C. Wagle, 4th Sept.—Sourabaya 23rd Aug., General—Aagaard, Thorsen & Co.

FUMI MARU, Japanese str., 1,179, S. Kawamura, 4th Sept.—Balki Papa 27th Aug., Coal and Oil—Asiatic Petroleum & Co.

GLENROY, British str., 1,414, Darke, 4th Sept.—Singapore 31st August, General—MacGregor Bros. & Co.

HAINUN, British str., 636, J. W. Evans, 4th September—Swatow 3rd Sept., General—Douglas, Lapraik & Co.

HATTAN, British str., 1,183, J. S. Roach, 5th September—Swatow 4th Sept., General—Douglas, Lapraik & Co.

HENRIK LIND, Norwegian str., 3,000, M. B. Strand, 4th Sept.—Portland via ports 13th August, General—P. & A. S.S. Co.

HINSANG, British str., 1,256, A. J. Smith, 4th Sept.—Wakamatsu 2nd August, Coal—Jardine, Matheson & Co.

HSIN MING, Chinese str., 5th Sept.—Canton.

KAIKUFU MARU, Japanese str., 1,903, S. Suda, 3rd Sept.—Mojito 28th August, Coal—Mitsui Bishi Kaisha.

KERUBU, British str., 1,867, R. Conradi, 3rd Sept.—Manila 1st Sept., General—Butterfield & Swire.

KWANGLEE, Chinese str., 1,069, Froberg, 4th Sept.—Shanghai 1st September, General—C. M. S. N. Co.

KWONG, British str., 4th Sept.—Canton.

KUEICHOW, British str., 1,215, W. B. Brown, 4th Sept.—Tientsin 27th August, General—Butterfield & Swire.

LENNOX, British str., 2,361, 5th Sept.—Keelung 3rd Sept., General—Doddwell & Co.

LOOSCH, German str., 1,020, P. Wittstock, 5th Sept.—Bangkok and Swatow 4th Sept., Rice and Wood—Butterfield & Swire.

PERSIUS, British str., 4,299, Ellison Warrall, 4th Sept.—Shanghai 1st Sept., General—Butterfield & Swire.

QUARTA, Dutch str., 1,146, H. Madsen, 4th Sept.—Charbon 27th August, Sugar—Java-China-Japan Line.

SAKONA, German str., 2,782, Bahio, 5th Sept.—Shanghai 1st Sept., General—Hamburg—America Line.

TULATAP, Dutch str., 2,456, P. J. von Emmerick, 4th Sept.—Amoy 3rd Sept., General—Java-China-Japan Line.

## DEPARTURES.

4th September.

CHITVEN, Chinese str., for Shanghai.

DEVANHA, British str., for Europe, &c.

EMPEROR OF CHINA, British str., for Shanghai.

FUKU MARU, Japanese str., for Moji.

LAISANG, British str., for Singapore.

NANCHANG, British str., for Canton.

RUBI, British str., for Manila.

5th September.

AMIGO, German str., for Hoihow.

BENGO, British str., for Bangkok.

CHENAN, British str., for Shanghai.

DAIJIN MARU, British str., for Swatow.

FUKU MARU, Japanese str., for Moji.

GLAMORGANSHIRE, British str., for Shanghai.

HAINUN, British str., for Swatow.

HONG WAN I, British str., for Amoy.

HOPBANG, British str., for Saigon.

KUEICHOW, British str., for Canton.

KWONGSANG, British str., for Swatow.

MAUSANG, British str., for Sandakan.

SECHUEN, British str., for Amoy.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

SS. "LENNOX" ... About 10th Sept.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 2nd August, 1909. [1008]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers, PORT SAID, SUEZ, NAPLES, LONDON and GENOA also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"CAPRI," Captain Dini, will be despatched as above on SATURDAY, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 1st September, 1909. [4]

## HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

SS. "INDRAPURA" ... On 17th Sept., 1909.

For Freight and further information apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 25th August, 1909. [1108]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. O. Grundy	JARDINE, MATHEWSON & CO., LD.	About 27th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	DORCHESTER	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	To-morrow.
ROTTERDAM & HAMBURG via STRAITS, &c.	SEZIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 23rd inst.
HAVRE, BREMEN & HAMBURG, &c.	C. FRED. LAURIE	Ger. str.	k.w.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On 29th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	Riguer	MESSAGERIES MARITIMES	On 9th inst., P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AUSTRALIAN	Freem. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 14th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	INABA MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	Deinart	NIPPON YUSEN KAISHA	On 29th inst., at D'light
MARSEILLES, ANTWERP & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Wm. Thompson	HAMBURG-AMERICA LINE	On 17th Oct.
COPENHAGEN & BALITIC PORTS	CATHAY	Dan. str.	—	Wm. Thompson	MELCHERS & Co.	About end of Sept.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	ATSETA MARU	Jap. str.	—	E. Tarabochia	TOTO KUBEN KAISHA	About 32nd inst.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	F. Froesch	SANDER, WIELER & Co.	On 26th Oct., at Noon
TRIESTE, &c. via SINGAPORE, &c.	NIPPO	Jap. str.	—	W. Thompson	MELCHERS & Co.	About 25th inst.
NAPLES, GENOA, ALGIERE, GIBRALTAR &c.	BULLOW	Am. str.	—	W. Thompson	HAMBURG-AMERICA LINE	On 8th inst., at Noon.
NEW YORK via PORTS & SUEZ CANAL	ARAGONIA	Ger. str.	k.w.	W. Thompson	SHEWAN, TOMES & Co.	On 17th inst.
NEW YORK	LENNOX	Brit. str.	—	W. Thompson	HAMBURG-AMERICA LINE	On 21st inst.
BOSTON & NEW YORK	MONTAGLE	Brit. str.	1 m.	S. Shotton	DODWELL & Co., LD.	About 10th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	S. Shotton	CANADIAN PACIFIC R. Co.	On 18th inst., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	SUVERIO	Brit. str.	—	S. Shotton	CANADIAN PACIFIC R. Co.	On 25th inst., at 6 P.M.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	TACOMA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 3rd inst.
TACOMA via KUEICHOW, SHANGHAI & JAPAN	SHIRANO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
VICTORIA, B.C. & SEATTLE via KUEICHOW, &c.	TANIGAWA MARU	Jap. str.	—	P. T. Helms	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PRINZ WALEDMAR	Ger. str.	—	P. T. Helms	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	TAITIAN	Brit. str.	1 m.	L. Dawson	GIBB, LIVINGSTON & Co.	On 10th inst., at D'light
AUSTRALIAN PORTS via TIMOR, &c.	KUMANO MARU	Jap. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	ITO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 1st Oct., at Noon.
AUSTRALIAN PORTS via MANILA	KITANO MARU	Jap. str.	—	F. E. Gope	NIPPON YUSEN KAISHA	On 29th Oct., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 24th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
JAPAN	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	Quick despatch.
WEIHAIWEI, CHEFOO & TIENTSIN	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
SHANGHAI via NINGPO	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
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SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
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SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
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SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
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SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
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SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
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SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
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SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Kope	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H		



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SUMATRA	Sept. 9th	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	CEYLON	About 10th	Freight and Passage.
SHANGHAI	DELTA	About 16th	Freight and Passage.
LONDON VIA USUAL PORTS or CALL.	ASSAYE	Sept. 18th	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 6th September, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 7th Sept., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KALFONG"	On 8th Sept., 4 P.M.
SHANGHAI	"KUEICHOW"	On 9th Sept., 4 P.M.
THINGTAU, CHEFOO and NEWCHANG	"ANHUI"	On 9th Sept., 4 P.M.
SHANGHAI	"NANCHANG"	On 9th Sept., 4 P.M.
MANILA	"LINAN"	On 12th Sept., 4 P.M.
SHANGHAI	"TEAN"	On 14th Sept., 3 P.M.
MANILA	"CHINEUA"	On 16th Sept., 4 P.M.

THURSDAY, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand, and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINEUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 6th September, 1909

AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN," Capt. J. S. Bosch	AMOY and FOOCHOW.	WEDNESDAY, 8th Sept., at 10 A.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 6th September, 1909.

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# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOCK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 28th August, 1909.

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# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 7th Sept., Noon.
MANILA	"TUENSANG"	Friday, 10th Sept., 4 P.M.
SHANGHAI VIA NINGPO	"CHOISANG"	Friday, 10th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Tuesday, 14th Sept., 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Friday, 17th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 17th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"HINSANG"	Sunday, 19th Sept., D'light

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan; if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LTD.,

Hongkong, 6th September, 1909.

GENERAL MANAGERS.

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# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 11th Sept., Noon.
BUBI	2540	R. W. Almond	Manila	On 18th Sept., Noon.

For Freight or Passage apply to  
Hongkong, 6th September, 1909.

SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. NIOMEDIA	12th Sept.
S.S. LIBERIA	15th Sept.
S.S. BELGRAVIA	27th Sept.
S.S. SILESIA	19th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 31st August, 1909.

### HOMEWARD.

FOR ROTTERDAM & HAMBURG:	
S.S. DORTMUND	7th Sept.
FOR ROTTERDAM & HAMBURG:	
S.S. SPEZIA	23rd Sept.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. C. FERD. LAEISZ	29th Sept.
FOR MARSEILLES, ANTWERP & HAMBURG:	
S.S. AMBRIA	17th Oct.
FOR NEW YORK:	
S.S. ARAGONIA	21st Sept.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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# SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	" Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	" Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 2nd September, 1909.

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# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	INABA MARU, Capt. R. Takada.	6,500	WEDNESDAY, 15th Sept., at Daylight.
VIETORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	HIKACHI MARU, Capt. N. Matheson.	7,000	WEDNESDAY, 29th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SHINANO MARU, Capt. K. Kawara.	7,060	TUESDAY, 14th Sept., at 4 P.M.
SEA N G H A I, MOJI and KOBE.	"TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 28th Sept., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO.	KUMANO MARU, Capt. M. Winkler.	6,000	FRIDAY, 1st Oct., at Noon.
KOBE and YOKOHAMA.	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA.	YETOFU MARU, Capt. B. Kon.	4,500	WEDNESDAY, 8th September, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA.	YEBOSHI MARU, Capt. S. J. G. Parsons.	6,500	THURSDAY, 16th September, at 5 P.M.
	KITANO MARU, Capt. F. E. Cope.	9,000	FRIDAY, 24th Sept., at 5 P.M.
	YAWATA MARU, Capt. T. Sekine.	5,000	WEDNESDAY, 29th Sept., at Noon.

§ Fitted with New System of Wireless Telegraphy.

• Omitting Keelung and Shimidzu.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY-BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. THOMPSON). About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. MURAI) . . . About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) . . . About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 1st September, 1909.

T. KUSUMOTO,  
MANAGER.

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# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,  
HONGKONG.

Japan Office:

14, WATER STREET  
YOKOHAMA

759)

# JAVA-CHINA-JAPAN LIJN

## REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIMAHU	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILIWONG	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIBODAS	JAVA	First half of Oct.	JAPAN	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok. Buildings, 1st Floor.  
Hongkong, 24th August, 1909.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYAND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES.
		(Gross reg.)	

TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, 6,178 "FITZPATRICK" Capt. E. R. Hutchinson, 4,416	SATURDAY, 25th Sept., at Noon. SATURDAY, 23rd Oct., at Noon.
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The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 9th Sept., at 10 A.M.
TAMSUI VIA SWATOW, AMOY & FOOCHOW	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 12th Sept., at 10 A.M.
ANPING VIA SWATOW, AMOY & FOOCHOW	"BOSHU MARU" Capt. K. SUGI	WEDNESDAY, 15th Sept., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fookchow will be made during the month of September.  
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.  
The Newly Built Steamers: "CHOSHUN MARU" and "BUSHU MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,  
MANAGER.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1910.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer TONS	1 P.M. SATURDAY	Steamer TONS	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANITTA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 6000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 15	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

In addition to the above Mail Steamers the following:—

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON-PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about	about
* SUMATRA	January 26	March 12
* NYANZA	February 9	March 26
* SUNDIA	February 23	April 9
* MALTA	March 23	May 7
* GAEDINIA	April 20	June 4
* NORE	May 18	June 18
	May 24	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.10 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

\* Carry 1st and 2nd Saloon Passengers.  
For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

## MAILS FROM EUROPE VIA SIBERIA.

Date of Despatch from London	Date due in Hongkong	Vessel
18th August	8th September	Below

## SIBERIAN ROUTE.

The despatch from Shanghai on September 11th, by the *Kobe Maru*, is cancelled owing to the steamer's boiler being cleaned. Mails will be sent via *Chafco* on September 10th. The mails via *Daly* and *Harbin* are now being despatched under normal conditions, with the exception of the above.

The *P. E. Friedrich*, with the German mail of the 12th August, left Singapore on Friday the 3rd inst., at 5 p.m., and may be expected here on or about Wednesday, the 8th inst., at 8 a.m.

FOR	THRU	DATE
Batavia, Cheribon, Samarang and Sourabaya	Tylofong	Monday, 6th, 11.00 A.M.
Macao	Sui Tai	Monday, 6th, 1.15 P.M.
Singapore, Penang and Calcutta	Laoan	Tuesday, 7th, 11.00 A.M.
Singapore	Persoon	Tuesday, 7th, 11.00 A.M.
Moyi, Kobe, Yokohama and Portland	Henshi, Isean	Tuesday, 7th, 1.15 P.M.
Macao	Sui Tai	Tuesday, 7th, 1.15 P.M.
Singapore and Shanghai	Choyang	Tuesday, 7th, 8.00 P.M.
Manila	Taming	Tuesday, 7th, 3.00 P.M.
Amoy and Foochow	Haitan	Wednesday, 8th, 9.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Tylofong	Wednesday, 8th, 10.00 A.M.

NOW IS THE TIME TO DRINK

SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

THE  
TRADE MARK  
OF QUALITY  
DENOTING  
THE ACME OF  
EGYPTIAN  
CIGARETTE  
PERFECTION.

"They are social, soothing, pleasant, they have fragrance, force and zest."

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES.  
FROM ALL TOBACCONISTS.

314-6

ON THE BANKS OF THE NILE  
the perfect quality of Messrs. Maspero Frères

**Bouton Rouge and Felucca**  
Egyptian Cigarettes

are recognized by all. Made of the finest selected Turkish Tobacco under ideal conditions in Cairo, they can now be purchased of all high-class Tobacconists. The price is as remarkable as the quality.

A LUXURY TO THE MAN OF TASTE.

Sole Agents: British-American Tobacco Co., Hong Kong.

## NOTICES TO CONSIGNEES

S.S. "POLYNESIEN."  
COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or S.S. "Dordogne" and "Medoc" from Havre or S.S. "Dordogne" from Bordeaux are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon, Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 6th Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th Sept., or they will not be recognized. All damaged packages will be examined on MONDAY, the 6th Sept., at 3 P.M.

No Fire Insurance has been effected. P. DE CHAMPFON, Agent.

Hongkong, 30th August, 1909. [2]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOL".

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 30th August, 1909. [1129]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE".

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 31st August, 1909. [1132]

DAMPSCHEIFFS-RHEDEBEI "UNION" ACTIEN-GESELLSCHAFT.

NOTICE TO CONSIGNEES.

THE Steamship

"ALBENGA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 7th inst., at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 1st September, 1909. [1150]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ABRATON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents.

Hongkong, 3rd September, 1909. [1157]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1898. [9]

## NOTICES TO CONSIGNEES

NORDDRETSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 3 P.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

The Steamer brings Cargo.

Ex. S.S. "THURASIA" from Smyrna via Naples.

Ex. S.S. "BAYERN" from Barcelona via Naples.

This steamer having sustained General Average, Consignees of Cargo (from Hamburg, Bremen, Manchester, Antwerp) are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDRETSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 31st August, 1909. [5]

"SHIRE" LINE OF STEAMERS LTD.

FROM EUROPE.

THE Company's Steamship

"GLAMORGANSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns where they will be examined at 9.30 A.M., on the 8th inst. No Claims will be admitted after delivery of the goods has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 3rd September, 1909. [1156]

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 8th inst. will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 2nd September, 1909. [1154]

Printed and Published by BENJAMIN A. HALL for the Concerned at 10A, Des Voeux Road Central Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

## SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

## SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS-TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2,877 tons each) as follows:—

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Monday or Tuesday	Friday
Leave—Dairen	11 a.m.	
Arrive—Mukden	8.30 p.m.	
Leave—Mukden	9.35 p.m.	
Arrive—Changchun	5 a.m.	
Leave—Changchun	6.55 a.m.	
Arrive—Harbin	3 p.m.	

Connecting at Harbin with State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Petersburg.

## SOUTH-BOUND.

Leave—Harbin (Russian Train)	9 a.m.	Tuesday	Thursday	Saturday
Arrive—Changchun	6 p.m.			
Leave—Mukden	7 a.m.	Wednesday	Friday	Sunday
Arrive—Dairen	2.10 p.m.			
Leave—Dairen	2.30 p.m.			
Arrive—Shanghai (Steamer)	12.30 p.m.			
Leave—Shanghai	afternoon	Friday	Sunday	Tuesday

\*Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

## FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add.: "MANCHURIA." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

NAPIER JOHNSTONE'S  
"SQUARE BOTTLE"  
WHISKY.

UNVARIED FOR  
150 YEARS.

THE SAME TO-DAY

AS IN  
1745

BREWERY OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG.

LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS. [52]

## NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"ASSAYE"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Mooltan" and "Oceana."

From Australia, ex s.s. "Mantua."

From Calcutta, ex s.s. "Sicilia."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd September, 1909. [1]

## JOINT STOCK SHARES.

Hongkong, Sept. 4th.

STOCKS	PAID UP	QUOTATIONS
Banks—		
Hongkong & Shanghai	\$125	\$1,000, sellers
National B. of China	48	\$85, buyers
Bell's Assurance Co.	12/04	\$10, buyers
China-Borneo Co.	113	\$18, buyers
China Light & P. Co.	11	\$7, sellers
China Provident	\$10	\$9.00, sellers
Cotton Mills—		
Ewo Cotton S. & W.	Tls. 50	Tls. 135
Hongkong C. S. Co.	\$10	\$7, sellers
International	Tls. 75	Tls. 92
Laon Kung Mow	Tls. 100	Tls. 113
Soychoe	Tls. 500	Tls. 450
Dairy Farm Co.	45	\$17, buyers
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$80, buyers
H. & W. Dock	\$50	\$85, sellers
New Army Dock	\$4	\$9
Shanghai Dock and		
Eng. Co., Ltd.	Tls. 100	Tls. 79
Shat & H. Wharf	Tls. 100	Tls. 143
Fenwick & Co., Geo.	\$25	\$11, sellers
G. Island Cement Co.	\$10	\$8.70, sellers
Hongkong C. S. Co.	210	\$210, buyers
Hongkong Electric	\$10	\$204, buyers
Hongkong Hotel Co.	\$50	\$75
Hongkong Ice Co.	\$25	\$45
Hongkong Rope M. Co.	\$10	\$24, sellers
Insurance—		
Canton	\$50	\$185, sellers
China Fire	\$50	\$115
China Traders	\$50	\$62, buyers
Hongkong Fire	\$50	\$65, sales
North China	25	Tls. 120, sellers
Union	\$100	\$587, sales
Yangtze	\$50	\$227, buyers
Land and Buildings—		
H'kong Land Invest.	\$100	\$105, sellers
Humphrey's Estate	\$10	\$101, sellers
Kowloon Land & B.	\$30	\$80, sellers
Shanghai Land	Tls. 50	Tls. 119
West Point Building	\$50	\$44, sellers
Mining—		
S. F. des C. du Thin	Fr. 250	\$625, buyers
Banbi	18/102	\$8
Peak Tramways Co., Ltd.	\$1	\$1.40
Philippine Co., Ltd.	\$10	\$9, buyers
Refineries—		
China Sugar	\$100	\$145, buyers
Luxon Sugar	\$100	\$29, sellers
Robinson Fiano Co.	\$50	\$50, sellers
Steamship Companies—		
China and Malacca	\$25	\$9, sellers
Douglas Steamship	\$50	\$80
H. Canton & M.	\$15	\$914, sellers
Indo-China S. N. Co.	45	\$10
Shell Transport Co.	21	\$71/6, buyers
Star Ferry	\$10	\$28
South China M. Post.	\$25	\$154
Steam Laundry Co.	\$5	\$8
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$12
Wm. Powell, Ltd.	\$7	\$4, sellers
Watkins, Ltd.	\$10	\$5, sellers
Watson & Co., A. & S.	\$10	\$8
Weismann, Ltd.	\$100	\$150, buyers
United Asbestos	\$4	\$12.40
Union Waterboat Co.	\$10	\$300
	\$10	\$104

VEENON & SMYTH, Brokers.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 5th.

Barometer

Thermometer

Humidity